

(ESTABLISHED 1881.)

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Shipping—Steamers

HONGKONG. CANTON. MACAO

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
S.S. "HONAM" 4,363 Tons, "FATSHAN" 3,260 Tons, "KINSHAN" 1,995 Tons.
"HEUNGSHAN" 1,998 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 Tons (At Dock).
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HARRISON, GUNTON AND MILES STEAMSHIP CO.

HONGKONG, CANTON AND SWATOW STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

For Terms, &c., apply to the
MANAGER.

100



Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"DERFFLINGER" Capt. E. Zachariae	About WEDNESDAY, 1st September.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"BULOW" Capt. F. Prosch	WEDNESDAY, 8th Sept., Noon.
MANILA, YAP, NEWGUINEA, MARVUN, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iske	FRIDAY, 10th Sept., Daylight.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sambill	Beginning of September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 27th August, 1909.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, OCHAMEN	Seller	13th Sept., P.M.	
MARSEILLES, VIA PORTS	Australien	Riquier	14th Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, SYDNEY	X	27th Sept., P.M.	
MARSEILLES, VIA PORTS	POLYNESIE	Broc	28th Sept., at 1 P.M.

Through Tickets to London via Paris from £47.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 31st August, 1909.

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MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Sundays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshu.

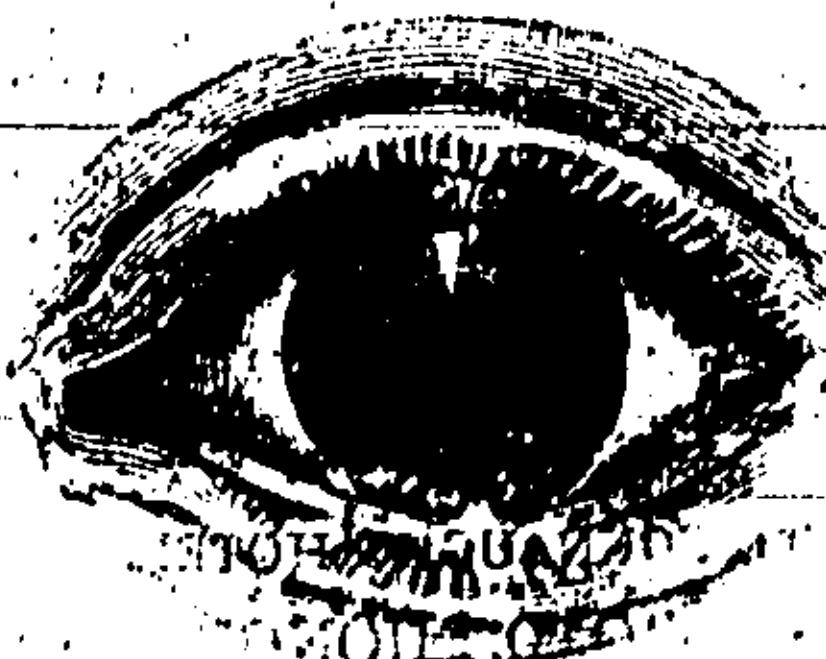
For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask for written for Illustrated Booklet on "Defective Sight," free.LONDON, 5, John Street, Bedford Row, W.C. CALCUTTA, 19, Spectacle Street. SHANGHAI, 55, Henkai Road.
HONGKONG, 11, 11th Street.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 27.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns and dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighthouses, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 976, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Eds.

Liebers, Sootta,

A. 1, and Watkins.

Yokohama, April 28th, 1903.

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To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909.

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TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL, Offices and Godowns.
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
No. 9, PEDDER'S HILL, a Commodious Five-roomed Dwelling House with Servants' Quarters, next to the Masonic Club.Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 6th August, 1909.

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TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909.

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TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).
One FIVE-ROOMED BUNGALOW, "The Nook," No. 84, Mount Gough, Peak. Garden and Tennis.

Furnished—Possession from 1st October next.

Apply to—
THE COMPTON DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 25th August, 1909.

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TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th May, 1909.

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TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3 CLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHUNG ROAD A HOUSE in RYAN TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VŒUX ROAD next to the Hongkong Hotel.
FLATS in MOKETON TERRACE.
No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909.

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TO LET.

GODOWN No. 54, DUNDON STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909.

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THE GUNPOWDER EXPLOSION NEAR OSAKA.

OFFICIAL REPORTS.

The following report is taken from the *Japan Chronicle* of 22nd August:—Destructive as was the explosion of gunpowder at Kinya (we find this is the local pronunciation—not Kigyo), near Osaka, on Friday morning, it has fortunately not resulted in actual loss of life, while the number of people injured proves to be much less than was anticipated, those found on Friday numbering not more than a dozen, including the four soldiers on guard near the powder magazines. An official report to the War Office, dated the 20th instant, says:—

"This morning, at 2.20, the dynamite and gunpowder belonging to the Osaka Military Arsenal, stored at the Military Ammunition Depository at Kinya, Hirakata, Kita Kawachi district, Osaka-fu, exploded. The first explosion ignited the black-powder magazine situated to the south beyond an earthen wall, and caused it to explode, and as a result other military buildings were damaged, while the villages lying in the west of the powder store have sustained damage. Four soldiers guarding the magazines were injured. The quantity of dynamite stored in the exploded godown was about 24,000 kilograms (67,000 lbs), and the quantity of black-powder exploded in other godowns was about 100,000 kilograms (220,000 lbs). The extent of damage and cause of the explosion are now under investigation."

A report from Governor Takasaki of Osaka to the Home Department gives the damage to houses as follows:—

Totally collapsed 6
Partially demolished 21
Damaged 1,333
In addition to the above, a police station, one district office, five temples, a village office, and three elementary schools were damaged. Some twenty villages in the neighbourhood have sustained more or less damage. The six houses which totally collapsed were in Kinya, the village situated nearest to the ammunition magazines.

PROBABLE CAUSE OF THE EXPLOSION.

In an interview with a representative of the *Osaka Mainichi*, Lieutenant-Colonel Sawa, of the Osaka Military Arsenal, who visited the scene of the disaster, gave the following opinion on the cause of the explosion:—

"The powder magazine at Kinya is under the jurisdiction of the Osaka Ordnance Office, and a portion of it is leased by the Osaka Military Arsenal. Godowns Nos. 1 and 2, which have exploded, were leased by the Arsenal. The present explosion must have been caused by a sudden change in the weather. Owing to the serious drought continued from last month, the interior of the godown was extremely dry, while the temperature was abnormally high. In this neighbourhood during the night a heavy cloud was observed obscuring the sky. It descended to a low point, and when above the No. 2 godown, electricity in the cloud may have run down the lightning rod and caused combustion underground. According to one of the soldiers on guard, flames were first seen in the godown, and were followed next moment by the explosion. The quality of the powder now manufactured is quite different from that made in former times. It does not explode immediately on ignition, and must burn for some time before actually exploding."

Major Ishikawa, Commander of the battalion of Engineering troops at Takatsuki, immediately on the explosion occurring visited the scene of the disaster, accompanied by a surgeon, and attended to the injured soldiers. Interviewed by a representative of the *Osaka Jiji*, the officer stated that two godowns had exploded. The guard of the powder magazine numbered 20 men, under Lieutenant Nagakura. At the time of the explosion—the men were out of the building. In consequence they all escaped unhurt, except four. The guard-house and fifteen godowns in course of construction in the grounds were all blown up, together with timber and other materials piled up in the compound. The debris was shattered to fragments. A sudden change in the weather may have been the cause of the disaster. The powder magazine was situated on an elevation a little over 300 yards south of Kinyamura, a village comprising some 50 houses, and about a mile and a half east of Hirakata. Each godown was built of bricks over a foot in thickness, and enclosed by an earthen wall 18 feet thick and 30 feet high. A thermometer was kept in each building, and the temperature was always maintained at 10 deg. Centigrade (50 deg. Fahrenheit). The first godown blown up was a building 48 ft. long by 30 ft. wide. It contained chiefly diseased shells and cartridges belonging to the Military Arsenal. Lieutenant Nagakura first noticed black smoke rising densely from the godown in question. Thereupon he called out the men and ordered certain of them to ascertain what was the matter. The men had gone only a few steps when the explosion occurred, and the roar had not died away when the second godown exploded. The latter, which was of the same size as the first, contained 50 cases of powder (each containing a little over a hundredweight), in addition to a large quantity of ammunition for rifles and big guns. In consequence the explosion of this godown was very destructive. It carried away the earth in the surrounding rice fields and tore up the bottom of the Yoshino pond, leaving a deep hole. The men on guard were all hurled from the premises, one being thrown into a pond 180 feet away, and it is marvellous any of them escaped with their lives. Of the adjoining villages Kinya suffered most, followed by Nakamiya, Nagisa, and Hirakata. In Kinya almost all the houses (about 50) were more or less wrecked.THE DESTRUCTION AT KINYA.
Describing the destruction at Kinyamura, the *Osaka Mainichi* writes that the damage sustained by this village is enormous, as it stands nearest to the powder magazines. The village

is a small one situated at the north-west foot of the elevation on which the magazines stood. The debris from the magazines fell on to the village and stones three feet in diameter crashed down on some of the houses, causing them to totally collapse or partially wrecking them. None of the houses in the village stand intact. It is remarkable that nobody was killed there. According to the villagers, a deafening roar was heard at about 2 a.m. and a tremendous shock was felt. No debris came down immediately, but the tiles of houses slid down in all directions. No one imagined that the powder magazine had exploded; they thought it an earthquake and all ran out of their houses. Just at that moment the second explosion was heard, and so strong was the shock that the houses simply collapsed, and the village was enveloped in smoke. The fact that the people ran out at the first explosion, which was of a lighter character than the second, is held to account for the absence of fatalities and the small number of injured.

The force of the present explosion was far more powerful than that of the explosion in Osaka some months ago, but fortunately the havoc wrought by it was less, as the neighbourhood of the magazine is sparsely populated, so that the casualties were confined to only four soldiers and some villagers, slightly injured.

We learn that the sound of the explosion was heard as far as Uji, Yamashiro, where the inhabitants became alarmed, fearing that the Uji Military Powder Magazine had exploded.

In Osaka, owing to the direction of the wind the sound heard was faint, but the flames could distinctly be seen in a north-easterly direction.

Public Company

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, 11th September, 1909, at Noon, for the purpose of receiving Statements of Accounts and the Report of the General Manager for the 11 months ending 31st July, 1909, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on FRIDAY, the 10th, and SATURDAY, the 11th September, 1909.
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 27th August, 1909.

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Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS, from Shanghai, have re-opened their FURNITURE STORE at

No. 39, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.
Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, etc., supplied.Messrs. A. S. Watson & Co., Ltd., write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annals to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & Co.
15th May, 1891.ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 6th August, 1909.

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D. NOMA,

PROFESSIONAL TATTOOER
AND
THE EXPERT REMOVER OF TATTOO MARKS,
No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED BY Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engraving, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct maintenance a speciality.
Hongkong, 1st September, 1908.

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NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—DAILY—\$35 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 50 cents per quarter.
Single Copies: Daily, ten cents; Weekly, twenty-five cents (for cash only).
(PAYABLE IN ADVANCE.)
There will be no rebate to Missionary Subscribers as heretofore.By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 27th December, 1908.

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TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

88-86, Des Vœux Road, Central,

Hongkong.

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Intimation.

Powell's

ALEXANDRA
BUILDINGS.

NEW GOODS

DAINTY
ROBESIN
LACEAND
MUSLIN.PRETTY
BLOUSESFOR
AFTERNOONAND
EVENING
WEARLadies'
and
Children's

MILLINERY.

POWELL'S
ALEXANDRA
BUILDINGS.and
28, Queen's Road.

Opposite the Clock Tower.

Hongkong, 28th August, 1909.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer
"NILE,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, marked, by
mark and delivery can be obtained as usual at
the Goods are landed.

This vessel brings on Cargo—
From Persian Gulf, ex B.I.S.N. and B.S.
P. S. N. Co's Steamers.
Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 31st instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns.
No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 24th August, 1909.

FROM EUROPE.

THE H. A. L. Steamship

"AMBRIA"

Captain Deinat, having arrived, Con-
signees of Cargo are hereby informed that
their goods are being landed and placed at
their risk in the hazardous and/or extra-
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained
against Bills-of-Lading countersigned by the
Undersigned.

Optional Cargo will be carried on unless
notice to the contrary be given before TO-
DAY.

All Claims must be presented within ten
days of the steamer's arrival here, after which
date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 3rd prox., will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 2nd prox., at 3 P.M.
No Fire Insurance will be effected by us in
any case whatever.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 27th August, 1909.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ATHOLL,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 6th Sept. will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
30th September, or they will not be recognised.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 6th Sept., at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, 31st August, 1909.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"JAPAN"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel
will be landed at once, at Consignees' risk and
expense.

Cargo remaining on board after 4 P.M., of the
1st prox., will be landed at Consignees' risk
and expense.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE DELIVERY of their Goods
from alongside, such Cargo impeding the dis-
charge of the vessel will be landed and stored at
Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 30th August, 1909.

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
s.s. *Dordogne* and *Hedou*, from Havre ex
s.s. *Donjon*, in connection with above
Steamers are hereby informed that their Goods
are being landed and stored at their risk into
the hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited, at Kowloon, whence
delivery may be obtained immediately after
landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 8 A.M., TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after MONDAY, the 6th September, at
Noon, will be subject to rent and landing
charges.

All claims must be sent in to me on or before
the 6th September, or they will not be re-
cognised.
All damaged packages will be examined on
MONDAY, the 6th September, at 3 P.M.
No Fire Insurance has been effected.

P. DE CHAMPAGNE.

Hongkong, 30th August, 1909.

THE OPIUM CAMPAIGN.

Coincident with the publication of the official
report of the International Opium Commission
news is received that the American Govern-
ment has requested all the nations represented
at Shanghai in February last to send delegates
to a second Conference to be held in the near
future at The Hague. The proposal, indeed,
comes as no surprise, in that the seventh resolu-
tion brought forward by the American Delegates
at the International Opium Commission recom-
mended this very step. It was opposed by the
senior British delegate on the ground that it
was a matter which should be left to the Go-
vernments concerned. Personally, Sir Cecil
Clementi Smith said that he was unwilling
to approach his own Government, telling it
what to do. At a later stage of the Commis-
sion's deliberations it was announced that this
particular resolution had been withdrawn. It
has been evident throughout, however, that
the American Government has regarded an
International Conference as the natural com-
plement of the work of the International Com-
mission—a Conference with full power, not
only to confirm the Shanghai resolutions, but
to deal with traffic in cocaine and other
narcotic and habit-forming drugs. It is stated
in an evidently inspired article in the New
York *Outlook* that at the Conference "means
will be considered for the international control
of the production and manufacture of opium
and the traffic in it, with a view to the suppres-
sion of the use of that drug except for medicinal
purposes." If this be the basis of the sugges-
ted Conference there must be considerable
doubts of its success; for during the discussion
of a resolution providing for uniform effort to
confine the use of opium and its derivatives to
legitimate medical practice, Sir Cecil Clementi
Smith stated plainly and frankly that his
delegation could not "accept the view that
opium should be confined simply and solely to
medical use." Except in a minor degree,
this is a question that really only affects China
and British India. In the latter country the
sale of the drug is already under Government
control, and, as was pointed out by the same
speaker, "we cannot, either by excessive
restrictions, or direct prohibition, withhold
from the peoples of India a drug which is
one of the main household remedies on which
they rely." As regards China, the cultivation,
and consumption of native opium is a matter of
internal administration, and imports from India
are already restricted by an agreement between
Great Britain and China. "The British Govern-
ment, therefore, is hardly likely to submit mat-
ters of internal administration and diplomatic
agreement to discussion and criticism by dis-
interested parties.

Whatever may be the view of the Indian
opium trade entertained in some quarters, it is
refreshing to find that the Chinese are awak-
ening to the belief that Great Britain is not a
monster who is determined to force opium op-
on the nation against its will. A recent article
in the *Shanghai*, though erroneous in some of
its premises, sets forth what we believe is the
general view of thinking Chinese. Brush-
ing aside the allegations of harsh treatment
made by ill-informed Chinese critics against
the British Government, the paper states its
belief that the British Minister has aided China
"from the bottom of his heart." It is not the
British, says our native contemporary, that
ought to be criticized but rather "our com-
patriots who were so much enough to smoke the
venomous drug which was sold to them at an
exorbitant price." In spite of British aid the
Shanghai feels that opium-smoking will not be
completely suppressed within the stipulated
ten years, for although the high provincial au-
thorities present reports to the Throne stating
that poppy cultivation will be completely sup-
pressed by the end of next year, neither the
Viceroys, nor the Governors, nor the Prefects
into the country to see that the poppy is in-
deed no longer grown. Another fact is cited
to prove that poppy cultivation has not yet
been suppressed, namely, that native opium is
no dearer now than it was two or three years
ago. Nor, says the *Shanghai*, is this due to
rapid diminution in the number of smokers.
Those who register themselves at the official
bureaux are still innumerable, and peasants
still find that poppy cultivation pays at least
two or three times better than crops of cereals.
"In a word," the writer concludes, "suppression
of the sale and cultivation of opium is the affair
of the authorities, and not to smoke opium, and
not to cultivate the poppy, is the affair of the
people. We hope, therefore, that the people
will understand the necessity of abstaining from
this bad habit. For if they continue to have
relations with the drug, not only will they be
forced (sic) after ten years to buy much Indian
opium, to the detriment of their pockets, but
they will ever be regarded by foreigners as a
people slothful and without energy, who only
deserve everyone's contempt."

The *Shanghai's* criticisms are reflected in
greater detail in Sir Alexander Hosie's able
speech at the International Opium Commis-
sion. The Chinese delegates admitted the de-
fects of the statistics presented by them to the
Commission. But the very fact that over two
years after the publication of the anti-opium
edicts and regulations no reliable statistics of
the acreage under poppy cultivation were avail-
able bears out the statement that little credit is
to be attached to provincial reports. What is
needed is a thorough and systematic survey of
the opium-growing districts of the whole
Empire, and so far, in spite of the representa-
tions made by the Chinese delegates, to the
Central Government, there are no indications
that such a survey is being carried out, or even
contemplated. No amount of international
commissions or conferences will carry China a
step forward in her anti-opium campaign until
her representatives are able to produce reliable
data in regard to opium cultivation and con-
sumption. Estimates are not convincing, and
indeed, as pointed out by Sir A. Hosie, are fre-
quently misleading, and such definite statistics
are not in a position to say what has
or has not been accomplished. When China

has entered into agreements with other Powers
based upon a definite reduction in the cultiva-
tion and consumption of native opium it is
easy to see that the preparation of official
statistics is a matter which will not brook
delay. America, by virtue of her want of
direct interest in the opium trade, has chosen
to take the lead in endeavouring to suppress
it. Would not her efforts in this direction, so
far as China is concerned, be productive of
better results if her Government undertook
the task of persuading the Chinese Govern-
ment to hand the problem in an up-to-date and
systematic manner? Until that is done we
doubt whether any improvement can be made
upon the work of the International Opium
Commission.—N. C. D. News.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 1st September, 1909, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street.

PURE IRISH TABLE CLOTHS and
SERVIENTTES, PILLOW CASES, WHITE
SATIN QUILTS, HUCKABACK TOWELS,
TURKISH TOWELS, BATH SHEETS,
BROWN LINEN TOWELS, HAND-
EMBROIDERED TOP SHEETS and BED-
SPREADS, Five clock TEA CLOTHS,
REMNANTS, LADIES' WHITE LAWN
UNDERSKIRTS, WALKING SKIRTS,
COMBINATIONS, ROBES.

ALSO
GENTS' SUIT LENGTHS, LACE CUR-
TAINS and WINERY BLANKETS, &c.

(All New Goods).
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 30th August, 1909.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 4th September, 1909, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street.

A LARGE ASSORTMENT OF
JAPANESE CURIOS.

Comprising:—
IVORY CARVINGS, BRASS and
BRONZE VASES, BOWLS, MAKIDZU
VASES, PLATES and TEA SETS, SILK-
EMBROIDERED SCREENS, KAKE-
MONOS, WALL HANGINGS, SATSUMA
VASES and TEA SETS, KAGA and
NAGOYA TEA SETS, &c., &c.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 30th August, 1909.

Intimations.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

XXX Very Old Fine\$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

QUINQUINA? ALSO
QUINQUINA?
DUBONNET?
FRENCH STORE,
Sole Agent.

Hongkong, 30th April, 1909.

THE DRAPERY
EMPORIUM,
7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN and CHINESE
USEFUL ARTICLES
OF
CLOTHING, FANCY GOODS
and TOYS

AT
VERY NORMAL RATES.

READY FOR SALE.
The Latest Style Goods for Present Season.
Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIB-
BONS, LACE, BRIDAL VEILS;
FANCY DRESS GOODS, MUSLINS,
LAWNS, MAINBOOTS, SHIRT-
INGS, ALPACAS, HOSIERY,
ENGLISH and AMERICAN FOOT-
WEARS, &c., &c.

Prices and Samples on application.
Best attention to all Cash and Port Orders.
Hongkong, 1st April, 1909.

Intimations.

THE WORRIED WOMEN.

They say men must work and women must
weep; but alas, in this too busy world women
often have to work and weep at the same time.
Their holidays are too few and their work
heavy and monotonous. It makes them
nervous and irritable. The depressed and
worried woman loses her appetite and grows
thin and feeble. Once in a while she has spells
of palpitation and has to lie up for a day or two.
If some disease like influenza or malarial fever
happens to prevail she is almost certain to have
an attack of it, and that often paves the way for
chronic troubles of the throat, lungs and other
organs; and there is no saying what the end
may be. Let the tired and overladen woman
rest as much as possible; and, above all, place
at her command a bottle of

WAMPOLE'S PREPARATION.

a true and sure remedy for the ills and malady
of women. It is palatable as honey and con-
tains all the nutritive and curative properties of
Pure Cod Liver Oil, combined with the Com-
pound Syrup of Hypophosphites and the
Extracts of Malt and Wild Cherry. Search the
world over and you will find nothing to equal
it. Taken before meals it improves the nutri-
tive value of ordinary foods by making them
easier to assimilate, and has carried hope and
good cheer into thousands of darkened homes.
It is effective from the first dose, and probably
one bottle is all you may need. It is absolutely
reliable and effective in Blood Impurities,
Nervous Dyspepsia, Wasting Conditions,
Melancholy, Chlorosis, Impaired Nutrition,
Scrofula, Low Vitality, and all troubles of the
Throat and Lungs. Dr. E. J. Boyer says: "I
have found it a preparation of great merit. In
a recent case a patient gained nearly twenty
pounds in two months' treatment, in which it
was the principal remedial agent." It carries
the guarantee of reliability and cannot fail or
disappoint you. Why accept a substitute?
Sold by all chemists.

8

DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL will RE-OPEN on WEDNES-
DAY, 1st September,
Hongkong, 28th August, 1909.

HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified that information has
been received from the Military Authori-
ties that GUN PRACTICE will be carried
out as under:—

On THURSDAY, the 2nd September:—
From Pakshawan in a North-Easterly
direction, at ranges up to 6,500 yards,
commencing at 5 P.M., and finishing at
11 P.M.

If the weather is unfavourable on the
above date, practice will take place on the
following day.

All ships, junks and other vessels are to
keep clear of the ranges.

C. W. BECKWITH, Lieutenant, R.N.,
Harbour Master, &c.

Hongkong, 27th August, 1909.

YUEN HING,
No. 4, D'AGUIAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL
DEALERS
in all kinds of hand-made
DRAWN and EMBROIDERY CHINESE
LINE GRASS CLOTH, PEWTER
WARE, &c.,
all of the best quality.

Hongkong, 5th August, 1909.

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE
WEEK DAYS.

7.00 a.m.	7.30 a.m. to 10.00 a.m.	Every 10 minutes
10.00 a.m.	10.30 a.m. to 11.00 a.m.	Every 15 minutes
11.30 a.m.	12.45 p.m. to 1.15 p.m.	Every 15 minutes
1.45 p.m.	2.15 p.m. to 2.45 p.m.	Every 15 minutes
2.45 p.m.	3.15 p.m. to 3.45 p.m.	Every 15 minutes
3.45 p.m.	4.15 p.m. to 4.45 p.m.	Every 15 minutes
4.45 p.m.	5.15 p.m. to 5.45 p.m.	Every 15 minutes
5.45 p.m.	6.00 p.m. to 6.15 p.m.	Every 15 minutes

NIGHT GARS.
4.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 9.30 a.m. Every 10 minutes
9.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 10 minutes
11.45 a.m. to 12.00 noon Every 15 minutes
12.00 Noon to 1.00 p.m. Every 10 minutes
1.00 p.m. to 1.30 p.m. Every 15 minutes
1.30 p.m. to 2.00 p.m. Every 10 minutes
2.00 p.m. to 2.30 p.m. Every 15 minutes
2.30 p.m. to 3.00 p.m. Every 10 minutes
3.00 p.m. to 3.30 p.m. Every 15 minutes
3.30 p.m. to 4.00 p.m. Every 10 minutes

NIGHT GARS on Week Days
Extra cars at 3.15 p.m., 11.30 p.m. and
11.45 p.m.

SPECIAL GARS by Arrangements at the
Company's Office, ALEXANDRA BUILDING,
Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Weeknights 1st April, 1909.

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.

14, D'AGUIAR STREET,
HONGKONG.

Hongkong, 2nd September, 1909.

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.

14, D'AGUIAR STREET,
HONGKONG.

Hongkong, 2nd September, 1909.

WEATHER-FORMCAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the
mast in front of the Water Police Station at
Tsim Sha Teui for the information of masters
of vessels leaving the port. They do not
necessarily imply that bad weather is expected
here:—

- Signal No.
1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and DRUM below. Indicates a Typhoon to the North-East of the Colony.
 3. A DRUM. Indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and DRUM below. Indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and BALL below. Indicates a Typhoon to the South-West of the Colony.
 7. A BALL. Indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and BALL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.

Black Signal, indicate that the centre is
believed to be less than 300 miles away from
the Colony.

The above signals will, as heretofore, be
hoisted only when typhoons exist in such
positions or are moving in such directions that
information regarding them is considered to
be of importance to the Colony or to shipping
leaving the harbour.

These signals are repeated at the Harbour
Office, H.M.S. *Tamar*, Green Island Signal
Mast, and the Flagstaff on the premises of the
Hongkong and Kowloon Wharf and Godown
Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected
that the wind may increase to full typhoon
force at any moment, the following Urgent
Signal will be made at the Water Police
Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS
OF TEN SECONDS.

A Black Cross will be hoisted at the same
time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibi-
ted from the Flagstaff on the roof of the Water
Police Station at Kowloon, the Harbour Office
Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green,
indicates that a typhoon is believed to be
situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green,
indicates that a typhoon is believed to be
situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red,
indicates that the wind may be expected to
increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the
Explosive Bombs, as above, in the event of the
information conveyed by this signal being first
published by night.

These Night Signals will be substituted the
Day Signals at sunset, and will, when
necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing
Ocean Vessels, a Cone will be exhibited at
each of the following stations during the time
that any of the above Day Signals are hoisted
in the Harbour:

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.A. S. WATSON & CO.,
LIMITED.

HONGKONG AND KOWLOON.

11, Hongkong, 15th July, 1911.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—188 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per month, proportional.
Subscriptions for any period less than one month
will be charged as for a full month.
The daily issue is delivered free when the address is
convenient to messenger. Post subscribers can have
their copies delivered at their residences without
any extra charge. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue is any part of the
world is 80 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-
five cents (for cash only).

BIRTHS.

On August 4, 1909, at Balford, Falkirk,
Mrs. Jas. Adams, of a daughter.On August 25, 1909, at Shanghai, to Mr. and
Mrs. D. Boomsma, of Woosung Fort, a son.

FIANCE.

Mossie, second daughter, of the late B. D.
Benjamin, of Shanghai, China, to Ezekiel,
eldest son of Mrs. J. H. Nathan, Singapore.

DEATHS.

At No. 1, Pedder's Hill, Hongkong, at 5.20
p.m., to-day, I. E. Ellis, aged 60. Shanghai,
Strait, Calcutta and Bombay papers please
copy.On August 24, 1909, at Shanghai, Haos Aug-
ustus Hansen, late Chief Officer, s. *Hing Shan*,
aged 39 years.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 31, 1909.

QUEEN WILHELMINA'S
BIRTHDAY.

Amid the thunder of cannon the birthday
of Her Gracious Majesty Queen Wilhelmina
of the Netherlands was celebrated in Hong-
kong at noon to-day, when all the warships
in the harbour joined with the Dutch squad-
ron in honouring the occasion. Much
has occurred since last the royal salute was
fired in honour of Her Majesty's natal
day, for within that period the history of
the Netherlands has been changed by the
advent of a Princess who has already
captured the hearts of her future subjects.
Since Queen Wilhelmina ascended the
throne, the sturdy and independent bur-
ghers, descendants of the men who died the

might of Spain and France, who sent rovers
to the Arctic when Polar expeditions had
not become an elaborate holiday excu-
sion, have kept a 'warm place' in their
hearts for the little lady who remained
at the Hague in the hope of one day
fulfilling the desires of her loyal Dutch-
men. Time passed and hope deferred made
sick the heart of the people, till at length
the happy event which kept Holland for the
Hollanders and destroyed the aspirations of
some German princelings was announced,
and greeted with an enthusiasm which it
was scarcely believed that such staid and
unemotional folk as the Dutch could gen-
erate. Whether that auspicious occurrence
has changed the history of Western Europe
it is far too early to say, but it has certainly
brought the Royal Family of the Nether-
lands closer to the people than they were
before, and has enlisted in their favour
the Powers who would not wish to see
dynastic changes in the country of the mar-
shes. This year, the celebration of
Her Majesty's Birthday was celebrated in
Hongkong with unusual éclat, because for
once after the lapse of many years we have
a Dutch squadron in the port to take part
in the ceremonies which attend the celebra-
tion of a European monarch's birthday, and
it is a recognised fact that if ever you wish
to see a Dutchman at his best get a glimpse
of him when he is toasting the health of his
sovereign. We can well understand that the
function which has been arranged for to-
night by Dutchmen for Dutchmen will be
an unbounded success and even if we cannot
express our feelings in the language of the
day we can join the gallant burghers in wish-
ing long life to Her Majesty Queen Wilhel-
mina and her infant daughter not forgetting
the Prince Consort.

BRITISH BOYCOTT THREATENED.

So infuriated have the Chinese become
with the boycott as a weapon to be used in
self defence or in retaliation for real or
fancied slights that they are making use of
it on the slightest pretext, and sometimes
without the vestige of a pretext. Some of
the addle-headed gentry have by some man-
ner of means become obsessed with the idea
that once a boycott is declared by China the
whole world stands aghast in horror, as if
China were the only market in the world.
Certainly, China provides a great and grow-
ing outlet for the disposal of the superfluous
products of foreign countries, but she is
not the centre of the earth, although
some of the old fashioned people seem to
think so. There are occasions when a
boycott may be advisable and even com-
mendable, particularly when it is the only
method that can be legitimately adopted to
express genuine indignation; but when it is
used on any and every occasion when a few
ignorant people get an attack of the sulks
it loses half its force and outsiders are in-
clined to laugh at the boycotters for making
fools of themselves. Our contemporary, the
Mercury in discussing this question which
has arisen again over an affair that occur-
ed at Kiukiang some time ago says that
"Apart from all other considerations the boy-
cott inflicts far more injury on China than it
does on anybody else. Some of these gentry
have flattered themselves with the thought
that the boycott of United States goods some
years ago produced the financial panic in
New York and the States generally that
followed two years later. They may be
excused their ignorance, but the plain fact
is that the result of the boycott of United
States goods, serious though it was, was only
a drop in the ocean of United States trade.
The chief loser was China. Again the boy-
cott of Japanese goods has injured China
quite as much as it has injured Japan, if
not more so." There is no blinking the
fact that the boycott of Japanese goods
did serious injury to Japan, although our
contemporary makes light of the results,
but the boycott was then, in its infancy,
and the Chinese really believed that they
had a right to feel aggrieved. We will not
enter into the merits of that dead and gone
dispute, but we will do the Chinese the
justice of allowing that they acted in the full
belief that the boycott was the only means
at their command to express their opinion of
the invertebrate character of their own Gov-
ernment officials, as well as to make Japan
feel that there was now a power behind the
throne in China. But when it comes to every
petty little insignificant incident being made
an excuse for a boycott then the Chinese are
behaving like overgrown hoolibehobos. And
the worst of the whole outfit is the gentry, those
retired semi-plutocrats who would dictate if
they had the ability and lead if they could
find any followers. It may be said that the
gentry being mostly composed of ignorant,
opinionated officials who have made their
pile and gone into retreat to enjoy the
leisure life, is not an influential body but
that makes no difference. Their rank and
position impose on the common coolie and
he would be a curious member of the gentry
who did not know how to take advantage of
the fact. As we have already indicated, the
latest move to initiate a boycott has been
made at Kiukiang and the gentry is behind
it. The trouble originated over the death of
a Chinese man, the particulars of which have

escaped our memory for the moment. But
it led to a British police inspector being
charged with manslaughter. He has been
tried and discharged because there was no
prima facie evidence to support the allega-
tion. The result has annoyed the Chinese
gentry and a boycott of things British is
contemplated. The principal points are set
forth by the *Mercury* in the following terms:
The recent manslaughter trial at Kiukiang,
appears to have terminated in a fashion un-
satisfactory to our Chinese friends, and they
appear to be going about the expression of
their dissatisfaction in a very foolish way.
It would almost seem as if the dissatisfaction
is unwarranted, for the gentleman concerned
has practically had two trials, though of a
somewhat informal character. Some months
ago the British Crown Advocate, in whom
are vested some of the functions of a public
prosecutor, visited Kiukiang and inquired
into the available evidence in the case and
came to the conclusion that there was not
sufficient *prima facie* evidence to form
ground for preferring a charge. With this
the Chinese "gentry," of whom we have
expressed an opinion more than once, and for
whose wisdom we have not an increasing
respect, were dissatisfied, and they provided
funds for the institution of a charge against
Inspector Meers. This charge has had a
hearing before His Britannic Majesty's Con-
sul at Kiukiang, and he has decided there
is no case. It might have been thought
that the British record for even-handed
justice, even if there was an unhappy se-
crecy about the proceedings, would have
been sufficient to put a stop to further pro-
secution of the matter at this point; but, no.
The "gentry" are not satisfied, they will
appeal to a higher Court. So be it, but—
let it stop there, as it is worse than useless
to seek to exact vengeance from British
merchants generally by means of the now
familiar weapon, the boycott. It seems that
the British consul has made representa-
tions, against the projected boycott, but of
course without avail. Nobody can stop
a boycott except the boycotters themselves
and therein lies their trouble, for if the boy-
cott is employed in return for every pic-
nicking which any self-respecting nation would
ignore as being beneath its dignity to re-
cognise, and if it is to be used when there
appears to be the slightest miscarriage of
justice where do we stand? A trading nation
might as well shut up shop altogether as to
try to please a crowd of bad-humoured,
over-petted, self-willed and pulling children.
As regards the case which has aroused the
gentry of Kiukiang to stand up as "patriots"
and all the rest of the high-falutin' titles which
such "gentry" usually bedeck themselves
with on these national occasions, they be-
lieve in the efficacy of the boycott to secure
a judgment on appeal. "If the boycott has
any effect at all on the trial on appeal, if ever
such a trial does take place, that effect will
only consist in popular sympathy with the
defendant, whether he gets a judgment in
his favour, as it seems highly probable he
would do, or against him. One of the most
serious features of the case is the fact that
the reply of the local officials to the re-
monstrance of the British Consul on the
matter of the boycott is lamentably weak
as official control over Chinese people usual-
ly is—except when they happen to be locked
up in prison." Some of the *Qing* Chinese who
are never so level-headed as when dealing
with trade questions ought to read their
cousins in Kiukiang a sharp lesson on the
insane policy of opportunism.

A BLOW AT THE BENCH.

While we have great faith in the sound
common sense and sane judgment of Mr.
Murray Stewart on most questions affecting
the interests of the rat-payers, we cannot
restrain the feeling that he has been ex-
ceedingly ill-advised at this time in bringing
before the Legislative Council a matter
which is calculated to reflect on the dis-
cretion of the Magistrate's Bench in Hong-
kong. On the Orders of the Day which have
been prepared for to-morrow's meeting of
the Legislative Council, Mr. Stewart is to
ask whether it is a fact that a coolie was
fined \$25 for gambling in the public streets,
and that a fine of less than half that
amount was imposed in another case, on
the same day and presumably by the same
Magistrate, where the accused was convicted
of being drunk and disorderly and commit-
ting an unprovoked assault on a European?
We have no idea what benefit Mr. Stewart
hopes to gain by obtaining an affirmative
answer to the question, unless it be that he
wishes to pillory the Magistrate for these
decisions. It is unusual, however, for a
legislator to bring forward under the guise
of a question a suggestion of lack of disci-
mination on the part of the bench, and to
emphasise the point by the citation of cases
which bear no analogy to each other. Neither
Mr. Stewart nor anyone unconnected with
the police department can possibly tell, we
take it, what were the facts that influenced
the Magistrate to impose the penalties he
did, but we assume we are not far wrong in
saying that he had good grounds for differ-
entiating between the two cases. And even
if in the turmoil of a Police Court proceed-
ing the Magistrate did swerve from the
exact principle of making the punishment

fit the crime, we scarcely think that was a
reason why his temporary lapse from the
strictly judicial need have been proclaimed
from the house-tops. Of course, Mr. Stewart's
object is to show that the prisoner who as-
saulted the European was inadequately
punished. That may be so, and, candidly,
we think that a heavier sentence would not
have been out of place. But that only leads
us into a *cul-de-sac*. If Mr. Stewart had
brought forward a case where the sentence
was manifestly vindictive and savage then
we could have understood Mr. Stewart's
motive for calling the attention of His Excel-
lency the Governor to the fact, with the hope
of getting the penalty reduced. There is no
such suggestion even in the innuendo con-
veyed in Mr. Stewart's question. We do
not say that he is merely to ask a
question for the sake, but if Mr. Stewart
were seeking to gain a cheap and
mercenary popularity and to be recognised
as the people's champion at the Legislative
Council he could not have chosen a better
way to go about his business. Not that we
believe Mr. Stewart is animated by any
such desire but everybody might not be as
open-minded as we, 'trust we are at times.
The fact of the matter is that if Mr. Stewart
or any other member of the Legislative
Council is anxious to make a name for him-
self as a thorn in the side of the Govern-
ment, he could find abundant opportunities
of firing off meaningless questions which
require no answer being self-contained in
themselves. *Truth's* weekly pillory could
easily be arranged to suit Hongkong, and
the dazle and glitter of baiting the Govern-
ment would not fail to attract public
notice. Every day Mr. Stewart will find
similar apparent anomalies not only in the
newspapers of Hongkong but also in the
London daily papers, and if Parliament were
to be besieged by indignant members on
every occasion that there was what seemed
to be a miscarriage of justice, or even if the
Home Secretary alone were approached by
members representing aggrieved constituents,
there would be an end of public business.
We do not suppose that Mr. Stewart has
submitted this question of his own volition,
but the precedent is a bad one and our only
surprise is that Mr. Stewart should have been
induced to father it.

LOCAL AND GENERAL.

PERAK is policed with a contingent of 1,235
officers and men.ANOTHER earthquake has visited Shiga pre-
fecture. Sixty people were injured.St. Petersburg papers allege that a secret
agreement is being negotiated between China
and Japan in anticipation of another war in the
Far East.A CHAIR coolie, who refused to accept hire,
when called by Mr. John Ross, an overseer of
the Water Works, had a fine of \$10 to pay in
the Police Court, this morning.THE death occurred in the house of her mother
in Paris on 28th ult. of Lady Sassoon, wife of
Sir Edward Sassoon, M.P. She was a daughter
of Baron Gustave de Rothschild, and was mar-
ried in 1887.A SHOPKEEPER, who was found guilty of issu-
ing an unstamped receipt to a customer, who
paid him a bill amounting to \$5.88, was, in
the Police Court, to-day, ordered by Mr. J. R.
Wood to pay a fine of \$25.THE Hon. Treasurer of the Alice Memorial
and Affiliated Hospitals begs to acknowledge
with thanks the following donations to the
funds of the hospitals:—

Messrs. Thos. Cook & Son.....\$ 50

THE statement recently made by friends of Sir
Robert Hart is, we think, a little too pro-
nounced. Sir Robert is now out of town for a
rest, as his old enemy—insomnia—is giving
him trouble. His general health is fair. The
Chinese Government is still very anxious that
Sir Robert should return.—*L. & C. Express.*CHU LAI CHO, a barber, of 24, Pottinger Street
was charged in the Police Court, to-day, with
uttering a forged \$10 bill on the 23rd August,
well knowing the same to be forged. The
banknote purported to be one of those issued
by the Chartered Bank of India, Australia and
China. A plea of not guilty was entered and
the case was adjourned.CHEUNG YUK, a cook on board the steamer
Honam, was charged in the Police Court, to-
day, with assaulting a man named Ho Wing
on board the vessel this morning. It was
stated in evidence that the defendant was seen
smuggling some salt on board. The defendant
ordered him away, and as he refused to go, the
cook seized the salt and threw it overboard and
knocked the man down. The magistrate
bound him over to keep the peace.THE forty Chinese forming the deck crew of
the liner *Mongolia* were photographed at San
Francisco last month in pursuance of the newly
formed plan of the Pacific Mail Steamship Com-
pany to prevent the smuggling of their Oriental
sailors into United States ports. Hereafter an
accurate record will be kept of the Chinese
who are alleged to have a way of substituting
others in their places until the business of
smuggling Chinese into San Francisco is said
to have assumed large proportions.

Great Fire near Canton.

OVER HUNDRED THOUSAND
DOLLARS DAMAGE.

FIRE BRIGADES' HELPLESSNESS.

[From Our Own Correspondent.]

Canton, 30th August.
I cabled you yesterday the news of a dis-
astrous conflagration on the outskirts of Can-
ton and am enabled to-day to furnish further
particulars of the great fire that has been re-
sponsible for over a hundred thousand dol-
lars' worth of damage. The fire broke out
yesterday just at break of day between 4
and 5 o'clock in the morning at a shop,
No. 63, Chuk-wang-sha, outside the Eastern
suburb, in the vicinity of the Canton-Kowloon
Railway Station building near Tai-sha-tau,
the scene of the memorable ceremony in April
last. There was a large quantity of combus-
tible material stored in the shop. In less than
a quarter of an hour from the time of the out-
break the premises were completely gutted.
As misfortune would have it a strong south-
east wind was blowing at the time and, un-
checked, the fire burnt fiercely, the flames
built houses and shanties in the immediate
vicinity of the shops where the fire originated
burnt like match-wood and in little less than
an hour the conflagration had involved a large
area. The water service of the Canton Water-
works Company has not yet extended to that
quarter of the city so water was only sparsely
available from a small creek in the vicinity.
Unfortunately, the tide was at its ebb, and the
creek did not provide the element for the men
of the fire brigade to combat the devouring
flames. To the credit of the brigades it must
be said that they were most prompt in answer to
the first alarm. They proceeded to the scene
of the disaster with all haste. Their efforts
were, however, hampered by a scarcity of water.
The fire fighters were obliged to run a long
distance down the new bund to carry water
from the river with buckets and jars. So the
fire continued to burn unchecked for fully three
hours. All efforts to get the fire under control
proved unavailing and all that the men could
do was to watch the progress of the flames
until they completed their work of destruction
not before, however, burning to the ground the
whole block of buildings. The work of devas-
tation was thus complete.

In all, sixty-three houses and twenty-seven
wooden shanties were wiped out. These build-
ings were mostly occupied by people of the
fishermen class. When the fire was at its height,
the flames could be distinctly visible within a
radius of at least three miles. The properties
destroyed by the fire are estimated of a worth
of no less than one hundred thousand dollars.
Though the damage was extensive, it is for-
tunate that no lives have been lost; only a few
persons sustained slight injuries.

WOMAN SCALDED.

DEFENDANT BOUND OVER.

A Chinese woman named Fan Yuk Lan had
a warm time in Ping On Lane yesterday. She
appeared in the Police Court, this morning, to
prosecute one Tang King, a coolie hawker,
for assault. From the evidence, it would seem
that the woman, after ordering a bowl of the
gruel, refused to take it. The hawker became
annoyed, and there was a quarrel, in which
he came out second best, the lady having
more command of the Cantonese dialect.
In a fit of temper the hawker seized a
bowl of the hot congee and threw it over the
woman's head. When he was charged in the
Police Court, this morning, it was held that
there was some provocation for his action, and
he was bound over to keep the peace.

NEW GUINEA MAIL SERVICE.

DETAILS OF NORDDEUTSCHER LLOYD'S
NEW LINE.

The new agreement between the Imperial
Government and the Norddeutscher Lloyd at
Bremen regarding the running of mail steamers
to and from New Guinea is published in the
Imperial Gazette. According to this a four-
weekly line is to be run between Simpson Har-
bour, in New Guinea, and Hongkong and
Sydney, calling at Frederick William's Harbour
and Japan; another eight-weekly line is to be
run between New Guinea and Singapore—out-
ward from Simpson Harbour, via Finch Har-
bour, Erma Harbour, Stephansport, Frederick
William's Harbour, Berlin Harbour (Elitape
Tumleo), Macassar to Singapore; returning via
Batavia (Samarang and Sourabaya), Macas-
sar, Amboina, Banda, Berlin Harbour (Elitape
Tumleo), Potsdam Harbour, Frederick
William's Harbour, Erma Harbour, Stephans-
port, Finch Harbour to Simpson Harbour. Also
every three months traffic is to be made
between Simpson Harbour and all import
places of the Bismarck Archipelago. The
Imperial Government has to pay for these
services an amount of m. 770,000 a year, to be
reduced in case of a diminution of expeditions
in either traffic.

THE outbreak of cholera among the natives at
Chifoo is lessening and there are now fewer
cases. The first case among foreigners oc-
curred on 25th Aug. when Mr. George Corn-
well, the pilot, was attacked. Mr. Cornwell
died at two o'clock the following morning.

CAPTAIN A. Dixon, of Messrs. Alfred Holt and
Company, charged two men Tang Koo, a
diver, and Wong Wan Kwong, a fisherman, in
the Police Court, to-day, with stealing a quan-
tity of old iron, the property of his firm. The
first defendant, who was employed by the Har-
bour Office, said that he picked up the iron
while diving some eight yards off Holt's pier at
Kowloon. He could not, however, explain
how he came to be found under the pier. The
other man said he was engaged by the first de-
fendant at a dollar a day, and all he had to do
was to put the iron in his boat. The Magis-
trate (Mr. Hazland) sentenced the first man to
six weeks' hard labour and the other to a term
of three weeks.

Sanitary Retrenchment.

REPORT OF SELECT COMMITTEE.

COMPREHENSIVE RECOMMENDATIONS.

The report of the Select Committee of the
Sanitary Board is as follows:—

We have considered the proposals of the Re-
trenchment Committee item by item as enu-
merated in the list of proposed savings forward-
ed to us and attach our views below in the case
of each item. We are satisfied that savings can be
effected as posts fall vacant in the case of
permanent officers and immediately in other
cases with the following exceptions:—

(Item 2). We do not agree that \$4,174-\$4,800
will be saved, as Mr. Carter's pension has to be
deducted from this amount.

(Items 3 and 4). We are divided in opinion
on the subject of the total number of inspectors
required, but are agreed that a reduction of
inspectors from 28 to 21 is impossible. Dr.
Fitzwilliams and the President are of opinion
that 25 inspectors are required, as enumerated
by the M. O. H.; 23 for ordinary duties and
2 for plague, small-pox and other epidemic
diseases, also for prevention of malaria and
replacements. Mr. Shelton Hooper considers
23 inspectors sufficient. These figures do not
include the storekeeper, whose post should, in
our opinion, be retained.

(Item 5). We consider the services of the 5th
grade clerk cannot be dispensed with owing to
the increase of work entailed as a result of the
transfer of the markets and the Registration of
Births and Deaths to the Sanitary Department
under legislation enacted since the Retrench-
ment Committee made their report.

The following are the proposals of the Com-
mittee on the various items, some of which
have since been adopted:—

One Principal Clerk not required. Post abo-
lished. One Sanitary Surveyor not required.
Post abolished. Officer placed on pension.
Sanitary Inspectors (See body of report). One
5th grade clerk required. One telephone clerk
not required. Post abolished. Two messen-
gers. Two not required. One post abolished.
Six Foreman Interpreters (coloured). Not
required. With the abolition of plague
inspectors as such, these foremen can be
dispensed with. Two already dismissed.
Crew of plague barge. Not Required. Dis-
charged. One watchman, Cheung-shan-wan.
Not required. Discharged. Ten artisans. Not
required. Discharged. One overseer, New
Western Market. Combined with Central Mar-
ket. Not replaced. Conveyance allowance.
These savings depend on the reduction in staff.
Disinfectants. Reduction proposed, as vote
was considered too large and was not expended
in 1907 and 1908. Light Central Market. Re-
duction already effected by new agreement with
Electric Company. Rent of District Offices.
We agree that the two District Offices should
be retained. Central District Office already
abolished. Uniform for staff. These savings
depend on the reduction of staff.

(Ed.), E. D. C. WOFFE.

(), G. H. L. FITZWILLIAMS.

(), A. SHELTON HOOPER.

SINK STERN FIRST.

EXTRAORDINARY ACCIDENT AT WEST POINT.

A most extraordinary accident, which befell
a junk, was witnessed by a large number of
people on the praya at West Point just before
dark yesterday. Luckily the mishap took place
near the praya wall, which accounted for the
absence of any loss of life.

According to the story of an eye-witness, it
would appear that about seven o'clock yester-
day evening a cargo-boat, No. 672, of 1,700
piculs capacity, loaded with 635 bags of sugar,
came alongside the Water Street wharf to dis-
charge cargo. No time was lost by the
boat crew in setting to work and before long
some 200 bags of the sweet stuff were disch-
arged over the stem of the junk.

The removal of all the cargo forward, natu-
rally lightened that part of the craft, with the
result that the junk sank stern first. The bow
it was stated, raised clean out of the water, and
the backwash of a passing steamer was the
means of causing her to sink in a few minutes.
The crew were all precipitated into the water
and were rescued by sampans in the vicinity.

The loss of the sugar and personal effects of
the crew is estimated at about \$800.

RE-HEARING GRANTED.

In the last issue of the *Hongkong Telegraph*
there appeared a paragraph, which was to the
effect that a native shipping clerk, who is
believed to be in the employ of Messrs.
Butterfield and Swire, was fined \$100, by Mr.
F. A. Hazland, in the Police Court, for ob-
structing a Chinese policeman while in the
execution of his duty. The clerk, it would
seem, demanded the release of a coolie, who
was arrested by the *lukong* for disorderly
behaviour. As the officer refused to do so, the
defendant was alleged to have obstructed him.
At the Police Court, this forenoon, Mr. Reader
Harris, of Messrs. Wilkinson and Grist, ap-
plied for a re-hearing of the case. The grounds
for his application were that he had some
witnesses to call. The re-hearing was granted,
and the case will be heard at the Magistracy
on the 9th proximo, at ten o'clock.

Mr. William C. Jack, M.L.M.A., of Hongkong,
has been elected as Fellow of the Royal Col-
onial Institute. In consequence of failing
health, Mr. J. S. O'Halloran is retiring from
the secretaryship of the Institute after twenty-
eight years' service, and the Council have ap-
pointed Mr. James R. Boord, the Librarian, to
take up the duties as acting secretary.

A DUTCH marine belonging to the *Tropen* was
charged in the Police Court, this morning, with
behaving in a disorderly manner in Connaught
Road Central yesterday, and refusing to play his
ricksha hire. He pleaded guilty to the charge and
for his disorderly behaviour he was fined \$20
and he was also ordered to pay the ricksha
coolie sixty cents, the price of his drive.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CANTON-HANKOW RAILWAY.

PETITION TO THE NEW VICEROY.

(By courtesy of the "Sheung Po.")

Shanghai, 30th August.

The Cantonese merchants in Shanghai who are shareholders in the Canton-Hankow Railway Co. are of the opinion that as the new Canton Viceroy has been in Canton before to conduct an investigation into the affairs of the Canton-Hankow Railway, they should frame a petition for presentation to H.E. Yuan upon his arrival at Canton for transmission to Peking.

The petition will embody a request for a thorough inquiry into affairs of the Company and for the pushing on of the work of construction.

NAVAL COMMISSIONER.

SOJOURN IN SHANGHAI.

(By courtesy of the "Sheung Po.")

Shanghai, 30th August.

Shun Pui-lap, the Naval Commissioner, is staying in the Foreign Bureau.

SPECIAL ENVOYS.

RANK OF SECRETARIES.

(By courtesy of the "Sheung Po.")

Peking, 30th August.

The Ministry of War has decided that, in future, the secretaries of all envoys of the first class on special missions to foreign countries should be of the equivalent rank of an admiral or general.

Secretaries of envoys of the second class will be of commodore or captain rank.

This regulation does not apply to Resident Ministers accredited to foreign countries.

The rule has been sanctioned by the Throne.

FLOOD IN THE HUKWANG.

HOW TO INDUCE SUBSCRIPTIONS.

(By courtesy of the "Sheung Po.")

Peking, 30th August.

The Viceroy of the Hukwang has memorialized the Throne to the effect that floods have been very disastrous this year within the Provinces.

In order to induce subscriptions towards relief measures he suggests that subscribers of any sum over \$10,000 to the flood relief funds should be given a rank.

The proposal has been sanctioned.

CHANG CHIH-TUNG.

PRINCE REGENT'S INQUIRY.

(By courtesy of the "Sheung Po.")

Peking, 30th August.

The Prince Regent has directed Grand Councillor Tsai Cheuk to call on Chang Chih-tung and inquire after his health, and to ask him to resume his duties as soon as possible.

SHIPPING AND MAELS

MAELS DUE

English (Anaya) 2nd prox., 6 a.m.
Indian (Arrival Africa) 3rd prox.
German (Prinz Bismarck) 8th prox.
Indian (Namsang) 15th prox.

The N. G. I. s.s. *Capri* left Singapore for this port this morning, and may be expected here on 6th prox.

The Imperial German Mail s.s. *Goeben*, which left here on 26th inst., at 1 p.m., arrived at Singapore on 30th inst., at 7 p.m.

The Glen Line s.s. *Glenroy* left Singapore on 30th inst., p.m., and is expected to arrive here on 5th prox., at daylight.

The J. C. S. N. Co's s.s. *Namsang* left Calcutta for this port via the Straits on 29th inst., and may be expected here on 15th prox.

NEW CANTON VICEROY.

EXPECTED TO-MORROW.

H.E. Yuan Shu-Huan, the new Viceroy of Canton, is expected to arrive here early to-morrow morning. After the customary official visits to the Governor, the Officer Commanding the Forces, and the Commodore, His Excellency will be entertained at luncheon at Government House. Among others a number of the leading members of the Chinese community have been invited to meet the Viceroy.

In the afternoon H.E. Yuan will call at the Chi eye Club, where a reception will be held and the party will subsequently sit to a cake and wine banquet.

According to present arrangements the Viceroy will resume his journey to Canton the same evening. He will make a tour of inspection of the forts en route and arrive in Canton to take over the seal of office on the 4th September.

TRIAD SOCIETY RAID.

EIGHT SUSPECTS ARRESTED.

For how long has it been known to the police that 34, Gage Street was the rendezvous of members of the Triad Society, and for how long have the police failed in their attempt to capture them red-handed?

Some weeks ago it became known at headquarters that meetings of Triad Society men were held almost nightly within a stone's throw, so to speak, of the station. Many attempts, so it is said, were made to raid the house, but with no result, as the news had got abroad of the contemplated visit.

On Sunday last, however, Inspector Hanson and a party of men raided the house and captured eight men, together with a number of documents which were said to belong to the unlawful society.

Those arrested were:—Wan Sam (35) a carpenter, of 45, Aberdeen Street; Ho Hi (27) a lime-washer, of Tai Wong Street; Lam Sin (35) a hawker, of Queen's Road East; Fung Wai (29) a tailor, of 17, First Street; Tan Chan (30) a hawker, of Queen's Road West; Chan Chai (39) a hawker, of 44, Third Street; Lau Yam (41) a carpenter, of 4, Peel Street; and Li Sing (41) of 15, Aberdeen Street.

The suspects were charged in the Police Court with being members of an unlawful society, and the case was adjourned until to-morrow.

DIRECTORIES.

ROSENSTOCK'S AND ANOTHER.

Rosenstock's Directory for the second half of the current year has arrived, as up-to-date as ever, as handy in its general arrangement, and as useful as the merchant, the professional man and the private citizen has ever found it to be. From Manila to Cheloo, Rosenstock and his assistants have gathered together the names of the firms and individuals that count, the people who are "it"—which is quite a permissible phrase to use in referring to an American publication. If the enterprising compilers are really anxious for fame we would suggest that they should try the North Pole next, so that they may be on hand with a classified list of firms and addresses when Walter Wellman ultimately manages to attain his heart's desire. Shackleton also might be communicated with for the names of those resident at the South Pole and then the *Directory* would be complete, otherwise we do not see what Rosenstock can do to improve his publication. Nothing that can be said now can enhance the value of this state-coloured volume which lies at everybody's elbow and generally wears towards the end of the six months that thumbed and battered appearance which betoken the well-used reference book. Go into any of the hotels and ask for Rosenstock's—it is not as a rule necessary to ask for it because it is sure to be staring you in the face—and you are sure to find it ear-marked with all the signs of constant employment. This is the best evidence of the value of the *Directory* and it is also *prima facie* evidence that the public know a good thing when they see it. *Rosenstock's Directory* has a great future in front of it.

Of *Messie's Commercial Map and Directory* of Hongkong we can honestly say that it is a most dainty and beautiful production. It is admirably got up and bears all the traces of the artistic temperament of the lady responsible for its publication. The advertisements also deserve a word of praise, for they are displayed with a skill and an attractiveness which help to set off the contents of a really interesting work. It is certainly a unique example of its class and for that reason will probably have an enormous sale. The maps of Hongkong and the Peak district are just the very thing that was wanted. No higher encomiums could be passed on such a bright and exquisite piece of workmanship. The *China Mail* may be congratulated on the excellence of the printing and lithographic work.

BLACK-BALLS.

A PICK-POCKETING CONFERENCE.

A paint scraper, giving the name of Pan Tao Sing, was sent to gaol this morning for assaulting a coolie named Chan Sheng yesterday. Pan and two others were planning a pick-pocketing excursion, when Chan appeared on the scene and asked to be taken into the game. Pan replied that three were sufficient, and ordered Chan away. The latter would not go at first, but as he saw that there was no chance of "having a finger in the pie," he threatened to give them away, whereupon Pan struck him over the head with a knife. Chan was badly injured, and had to be taken to hospital. In the Police Court, to day, when Pan was charged with the assault, it transpired that he had three previous convictions and had twice been banished from the Colony. The magistrate (Mr. Wood) sent him to gaol for six months, with hard labour.

THE "KUTSANG'S" OPIUM CASE.

VERDICT OF GUILTY ENTERED.

The *Kutsang's* opium-stealing case came to an end at the Special Criminal Sessions to-day. The case for the defence concluded just before three o'clock, and the jury retired to consider whether the two men were guilty of the theft of 160 balls of Benares opium, valued at \$4,000, part of the *Kutsang's* cargo, and the boatwoman of receiving the stolen property. After an absence of several minutes, the jurors returned a unanimous verdict of guilty against the first two prisoners and not guilty against the woman.

His Lordship passed sentence of five years' hard labour on the first defendant, and seven years on the second man, the quarter-master of the ship. The female prisoner was discharged.

In his summing up to the jury, the Chief Justice highly commended Detective-Sergeant Widen on the smart capture he made and the equally clever way in which he recovered the stolen opium.

Mr. C. Alabaster, acting for the Attorney-General, instructed by Mr. W. L. Shenton, of Messrs. Deacon, Looker and Deacon, and Mr. F. B. L. Bowley (Crown Solicitor) appeared for the Crown; while Mr. E. Potter, instructed by Mr. F. X. d'Almeida e Castro, defended.

CANTON BAY BY DAY.

ANTI-OPIUM CAMPAIGN.

(From Our Own Correspondent.)

Canton, 30th August.

The Canton Government Anti-Opium Bureau has issued circular instructions to require all the servants in the official yamens and departments, etc., to report at the Bureau and present themselves for examination. If any one is still addicted to the drug and should fail to appear as directed he will be severely punished.

NEW PROVINCIAL JUDGE.

The newly appointed Canton Provincial Judge, Chiu Yin Pui, is expected to arrive here about the beginning of the 8th moon, to take up his new appointment.

SUGAR IN JAPAN.

DAI NIPPON COMPANY.

The *Osaka Jiji* reports that the time appointed by the Dai Nippon Sugar Company for bringing forward a plan for the readjustment of its affairs has expired, but nothing has been done by the company, says the *Japan Chronicle*. The creditors in Osaka have called attention to the delay, and, adopting a determined attitude, have demanded that a plan should be proposed at once. The refusal by the Suzuki Shoten, which holds the fate of the company in its hands, to accept the terms of settlement proposed—whereby the price of the Dai Nippon Sugar Mill was to be reduced by ¥500,000, the payment of interest on the debentures held by the firm be delayed, the special agreement to redeem the debentures at the rate of ¥500,000 every half-year be cancelled, and the first instalment already redeemed be refunded—has placed the company in a very awkward position and its fate is now regarded as sealed.

The *Osaka Mainichi* notes that among the claims of the Fujimoto Bank, of Osaka, now under liquidation, that against the Dai Nippon Sugar Company will be the most difficult of settlement. Recently Mr. Tanimura, a director of the Fujimoto Bank, visited Tokyo, and, in company with Mr. Mojiya, a Tokyo barrister, saw Mr. Fujiyama, president of the refinery company and urged that the claim should be settled without delay. Mr. Fujiyama promised to communicate the result of the negotiations with the Suzuki Shoten, and on the 7th August, and to propose a plan for the readjustment not later than the 23rd. On Friday, however, nothing had been heard of the result of the negotiations with the Suzuki Shoten, nor of the plan of readjustment. The Fujimoto Bank has therefore decided to force a settlement of the claim against the sugar company. A petition will be filed in a few days against the Dai Nippon Sugar Refining Company for a declaration of bankruptcy and the recovery of the money on promissory notes, the other creditors being first informed that it is impossible for the bank to delay the settlement of the claim any longer. Messrs. Hirata, Moriya, and Muramatsu, barristers, have been retained by the bank.

NEW COMPANIES IN FORMOSA.

The success of the sugar companies in Formosa, attributed partly to the discrimination shown them by the Formosan Government, continues to result in the establishment of new companies. The latest is the Nitaka Sugar Refining Company, projected by Messrs. Okura & Co., of Tokyo. On the 16th August an application was filed in the Kagi District Office for a charter of formation. The scheme of the company is to construct two mills, each with machinery capable of crushing 1,000 tons daily, in Kagi district. One of them is to open operations next year, and the other four years later. The capital of the company is fixed at ¥1,000,000, in 100,000 shares, 10 per cent. of which is to be allotted to farmers and sugar producers in the district where the company is to obtain its supply of raw materials.

A Tokyo dispatch to the *Asahi* states that the protection accorded to the production of crude sugar in Formosa by the Formosan Government amounts to a value of ¥3,000,000 a year. When the Sugar Excise Law is strictly enforced, as is proposed from next season, which opens in October, the Formosan Sugar Industry will be deprived of protection to this extent, and it is feared that the industry may be seriously affected unless some measure of assistance is substituted. After a series of conferences with the Finance Department, the Formosan Government has decided to appropriate ¥1,500,000, half the amount of the increased revenue to be gained by the strict enforcement of the Sugar Excise Law, and to grant a subsidy to each company according to the quantity of sugar produced, in the name of an encouragement bounty. This seems like protection run mad.

THE INDOLENCE OF PRINCE CHING.

STRONG COMMENTS BY DR. MORRISON.

The Peking correspondent of the *Times* dispatched a letter to that journal on the 2nd inst., as follows:—

"To the stranger in Peking, especially to the newly arrived diplomatist, nothing is more surprising than the respectful humility with which the representatives of the foreign Powers submit to indignity at the hands of Prince Ching, the President of the Chinese Foreign Office. It would seem as if the old time exclusiveness of the Throne which forbade audience with the foreign representatives on any footing of equality had been revived in the Foreign Office, the conduct of the President of which has for many years past been a national reproach.

By the terms of the peace protocol which terminated the situation created by the Boxer rebellion, it was agreed that the Chinese Foreign Office, the old Tsungli Yamen, had to be reformed. An Imperial Edict of July 24th, 1901, gravely declared that 'International affairs take the first place.' It ordained that the Ministry of Foreign Affairs, the Wai-wu-pu, was to take rank above all other Ministries and Ministers were to devote themselves to their duties exclusively. The Ministry was to consist of Prince Ching, President, two Assistant-Presidents, and two Vice-Presidents.

From the beginning the provisions of this Edict have been ignored. For from devoting himself exclusively to the duties of the Foreign Office, Prince Ching has persistently ignored that office. The condition of the Wai-wu-pu has been a perennial subject of adverse comment. It became a saying that the only change between the old Tsungli Yamen and the modern Wai-wu-pu was an alteration in the shape of the table at which the Ministers sat. The Foreign Office had no authority; it attempted to exercise an authority. It was simply a bureau of transmission. Dispatches from foreign Ministers lay unanswered for months.

THE DOWNFALL OF YUAN SHIH-KAI.
"From this position, as was pointed out in the *Times* of September 22nd, 1908, the Wai-wu-pu was rescued by the ability and energy of Yuan Shih-kai, its Assistant-President, who had no fear of accepting responsibility, whose name carried immense weight in the provinces, who was backed by the prestige always associated with the Viceroyalty of the Metropolitan Province. His dismissal not only removed from office a statesman who had rendered signal service to the empire, but it shook the confidence of other aspirants for office and rendered the position of Minister in the Wai-wu-pu one not to be envied.

"Since the downfall of Yuan Shih-kai the Wai-wu-pu has relapsed into its former state of incapacity, and for this Prince Ching is to blame. Amiable but corrupt, he has for a generation stood for all that is worst in Chinese officialdom. All stories tell of his rapacity, his greed, his unscrupulous sale of office, his indifference to the affairs of State. His wealth is enormous, yet no generous or charitable action has ever been recorded in his favour. Every new Minister in every office of emolument has to pay him toll.

For years he has not visited the Wai-wu-pu. He dwells in the sphere apart from his fellow-Ministers, and in his private residence, reluctantly accords rare audiences to the representatives of the Great Powers. They are rare audiences indeed. For the discussion of foreign affairs he has granted one of the most powerful Foreign Ministers in Peking two audiences in three years. The average number of times that, as President of the Foreign Office, he discusses foreign affairs with the foreign representatives is less than one interview per representative per annum. Age and decrepitude are the reasons given for his neglect of duty. His age is 72, but while this can be urged as an excuse for his neglect of office, it cannot be advanced as an excuse for his retention in office.

"The Prince Regent seems wholly unable to realise the importance of the Foreign Office. Indeed, no feature of his administration inspires greater disquietude among the well-wishers of China. If for no other reason than its impairment of the efficiency of the Wai-wu-pu, his impetuous removal of Yuan Shih-kai was an unpatriotic blunder. And he is now committing other blunders, and the complaints of the Legations are daily increasing.

DISMISSAL OF NA-TUNG.

"The Senior Assistant-President of the Wai-wu-pu is a Manchur, Na-tung, a member of the Grand Council, who has been a prominent figure in Peking for some years, where he is equally popular with foreigners and Chinese. His special duties in the Wai-wu-pu he has done excellently. Absent since the death of his mother, three months ago, he only returned to the Foreign Office on June 16th, and 12 days later he is ordered to relinquish his post and proceed to Tientsin as Acting Viceroy.

"In his absence, as during his last absence, the Regent has appointed a Grand Councillor, Shih-Hsu, whose qualifications to hold office are his unusual knowledge of Manchur script and his exceptional ignorance of foreign affairs. He is an amiable and kindly gentleman much respected in Peking, but he admits he knows nothing and wants to know nothing about foreign affairs. During the recent absence of Na-tung he declined to attend office, and yet the Regent re-appoints him to that office.

"Next to Na-tung is the Junior Assistant President Liang Tun-ye, a graduate of Yale, a fine scholar in Chinese as well as in English, a contemporary of Tang Shao-yi and other able Cantonese educated in America. Upon his shoulders is placed a heavy burden of responsibility.

"Both the Vice-Presidents are useful subordinates who have been attached to the Foreign Office for many years. Below them again is a body of younger men—councillors and secretaries—many of whom speak some foreign language. Selected for their ability and capacity they are the most competent body of officials in Peking. Many of them have been abroad, and have seen in other countries the importance attaching to the post of Foreign Minister and the devotion with which its duties are fulfilled. To them the contrast is most striking.

"No one sees more clearly than they do how much China loses by the present incapacity of their chief. His neglect of duty is condemned by all progressive Chinese; his removal from office is a pressing necessity."

To-day's Advertisements.

REGRET

You will NEVER if you VISIT

MOHIDEEN & THAHA,

in D'AGUILAR STREET, the NEW JEWELLERS & DEALERS

in CEYLON PRECIOUS STONES

of every description and other GEMS.

Hongkong, 31st August, 1909. [619]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"DEAFFLINGER."

Captain E. Zacharias, will leave for the above places on THURSDAY, 1st and 2nd September, at Noon, from the quay of the Kowloon Dock Co.

For further particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 31st August, 1909. [5]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE."

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Sept., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th Sept., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Sept., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 31st August, 1909. [620]

DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL WILL RE-OPEN TO-MORROW.

1st September.

Hongkong, 31st August, 1909. [64]

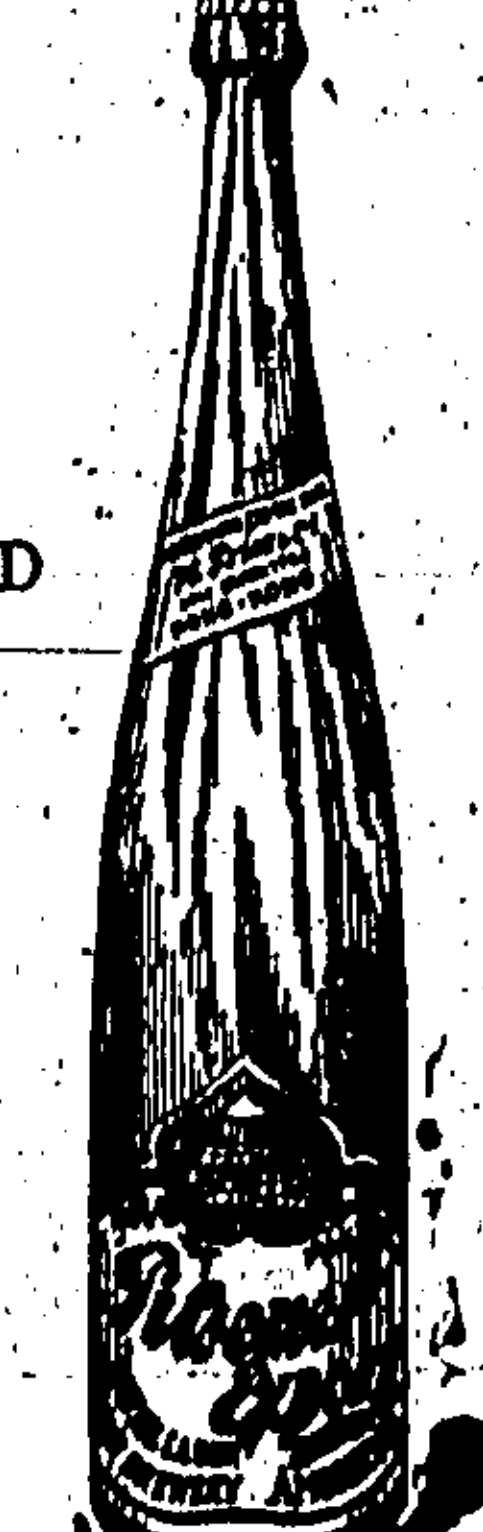
PASTEURIZED AMSTEL PILSENER BEER.

SPECIALLY MOST

PASTEURIZED PALATABLE, REFRESHING

FOR USE IN TROPICAL COUNTRIES.

AND WHOLESOME.



Sole Agents:

H. PRICE & CO., LTD.

WINE, SPIRIT AND CIGAR MERCHANTS.

19, Queen's Road Central.

Hongkong, 31st August, 1909. [679]

Intimations.

THE DAIRY FARM CO., LIMITED.

BUTTER.

WE regret that, owing to a sharp rise in the price of butter in Australia and to the low rate of exchange ruling here, we are compelled to raise the selling price of our "Daisy" brand butter to 80 cents per lb. from 1st September next, when the following prices will rule—

	per lb.
"Honeysuckle" brand	\$1.00
"Daisy"	80
"Dairymaid"	70
"Buttercup"	65
Hongkong, 25th August, 1909.	[580]

PILSENER

"ASAHI"

—AND—

"SAPPORO"

BEER.

LIGHT AND REFRESHING SUMMER BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR & Co.

H. PRICE & Co.

A. S. WATSON & Co., Ltd.

VICTORIA DISPENSARY.

WATKINS, LTD.

FRENCH STORE.

KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

[471]

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"EMPRESS OF CHINA" SATURDAY, SEPT. 4TH.	"ALLAN LINE" FRIDAY, OCT. 1ST.
"MONTEAGLE" SATURDAY, SEPT. 18TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

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Via Canadian Atlantic Port £43.
Via New York £45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	FOOSHING	WED'DAY, 1st Sept, Noon.
SGAPORE, PENANG & CALCUTTA	KUTSANG	WED'DAY, 1st Sept, 3 P.M.
SHANGHAI	KWONGSANG	FRIDAY, 3rd Sept, 4 P.M.
SANDAKAN	MAUSANG	FRIDAY, 3rd Sept, 4 P.M.
MANILA	LOONGSANG	FRIDAY, 3rd Sept, 4 P.M.
SGAPORE, PENANG & CALCUTTA	LAISANG	SATURDAY, 4th Sept, 2 P.M.
MANILA	VIENSANG	FRIDAY, 10th Sept, 4 P.M.
SGAPORE, SAMARANG & SOERABAYA	HINSANG	TUESDAY, 14th Sept, 2 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMSANG	FRIDAY, 17th Sept, Noon.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Kutsang*, *Namsang* and *Loongsang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Utsunomiya, Pientsin & Newchwang. Taking Cargo on through Bills of Lading to Kuda, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 61.
Hongkong, 31st August, 1900.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
ONEFOO & NEWCHWANG.	"KIUKIANG"	2nd Sept, 4 P.M.
SHANGHAI	"CHINHUA"	2nd "
AMOI, FOCHOW & SHANGHAI	"WUHU"	2nd "
HOIHOW & HAIPHONG	"SINGAN"	3rd " 9 A.M.
SHANGHAI	"CHEHAN"	5th " Daylight.
MANILA	"FAMING"	7th " 4 P.M.
WEIHAIWEI & TIENSIN	"KUROHAW"	8th " "
LILOLO	"KAYONG"	8th " "
SHANGHAI	"AHU"	9th " "
SHANGHAI	"LIBAN"	9th " Daylight.
MANILA, ZAMBOANGA and USUAL	"TAIYUAN"	23rd " 4 P.M.

Reduced Saloon Fare, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU."

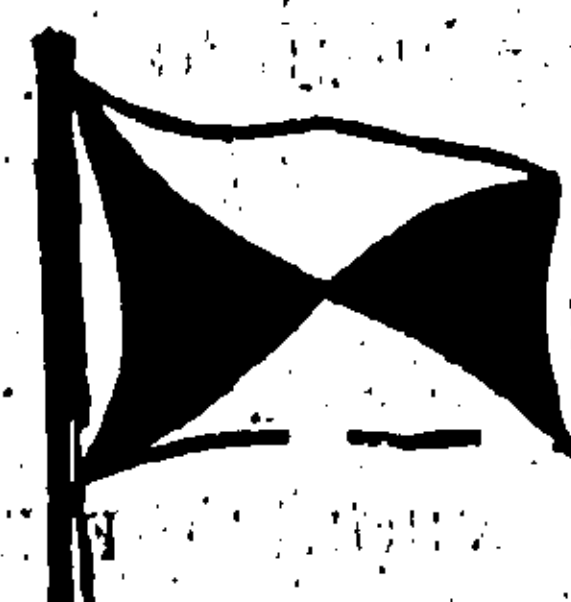
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chonan*, *Lintan*, *Chinhua*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 35.
Hongkong, 31st August, 1900.

HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 4th Sept, 4 P.M.
ZAVIRO	2540	R. Rogers	"	SATURDAY, 11th Sept, 4 P.M.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

Telephone No. 31st August, 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI,
KOBE, YOKOHAMA, HONOLULU and
SALINA CRUZ (Mexico).

S.S. HONGKONG MARU 6,000 tons gross Sail 26th Oct., 1900, at Noon.

S.S. MANSU MARU 5,000 " " 10th Dec., 1900, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 30th August, 1900.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central, and South America.

For	Steamers	Tons	Leaves
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKO.	"TACOMA MARU" Capt. H. Yamamoto	4,416	SATURDAY, 25th Sept, at Noon.
Do	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 23rd Oct, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOI and FOCHOW.	"BUJUN MARU" Capt. Y. Fushino	THURSDAY, 2nd Sept, at 10 A.M.
ANPING via SWATOW and AMOI	"SOBU MARU" Capt. T. Sugi	WEDNESDAY, 1st Sept, at 10 A.M.
TAMSUI via SWATOW & AMOI.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 5th Sept, at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Fochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light-throughout. First class cuisine.

The newly built steamers: "CHOJUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.
Hongkong, 31st August, 1900.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1900
MARSEILLES, LONDON, ANTWERP, SINGAPORE, PENANG, COLOMBO AND PORT SAID	TAMBA MARU, Capt. C. H. Butler, Tons 6500	WEDNESDAY, 1st Sept, at Daylight.
VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	INABA MARU, Capt. R. Takeda, Tons 6500	WEDNESDAY, 15th Sept, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	SHINANO MARU, Capt. K. Kawara, Tons 6500 TANGO MARU, Capt. S. Ishikawa, Tons 8200	TUESDAY, 14th Sept, at 4 P.M. TUESDAY, 18th Sept, at 4 P.M.
KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000 KUMANO MARU, Capt. M. Winkler, Tons 6200	FRIDAY, 3rd Sept, at Noon. FRIDAY, 1st Oct, at Noon.
NAGASAKI, KOBE and YOKOHAMA	HAKATA MARU, Capt. J. Dingo, Tons 6500 KITANO MARU, Capt. F. E. Cope, Tons 9000	FRIDAY, 3rd Sept, at 2 P.M. FRIDAY, 24th Sept, 5 P.M.
SHANGHAI, MOJI and KOBE	KUMANO MARU, Capt. M. Winkler, Tons 6000 YETOROFU MARU, Capt. K. Soyeda, Tons 4500	WEDNESDAY, 1st Sept, at Noon. WEDNESDAY, 8th September.
BOMBAY, via SINGAPORE and COLOMBO	MOYORI MARU, Capt. J. C. Richards, Tons 4000	THURSDAY, 2nd September.

† Cargo only.

§ Fitted with new System of wireless telegraphy. * Omitting Keelung and Shimidzu.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUZ and PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Atsuta Maru (Capt. W. THOMPSON) About Wednesday, 22nd September.

Miyasaka Maru (Capt. T. MURAI) About Wednesday, 20th October.

Kitano Maru (Capt. F. E. COPE) About Wednesday, 17th November.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1900.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between calling ports in Japan.

For further particulars, apply to

T. KUBOMOTO,

Manager.

(113-115)

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR
STRAITS, ORYON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA."

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 4th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marnora*, 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. *Peria*, due in London on 16th October, 1900.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent

Hongkong, 24th August, 1900.

CHARGEURS REUNIS.
(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO
SAN FRANCISCO, MEXICO, PERU,
CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRÉ."

expected to arrive on or about the 31st August.

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 27th July, 1900.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

via PORTS AND SUZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. "LENNOX" On or about 10th Sept.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 31st July, 1900.

HONGKONG—NEW YORK.

AMERICAN-ASIATIC STEAMSHIP
COMPANY.FOR NEW YORK via PORTS AND
SUZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "INDRAPURA" On 17th Septem-
ber, 1900.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 24th August, 1900.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER

"KWONG SAI" Capt. M. S. CROW.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.

SHU ON S.S. CO., LD.

No. 8, Queen's Road West.

Hongkong, 24th Aug, 1900.

Shipping—Steamers.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN."

Captain J. G. Olfert, will be despatched for the above Ports, on FRIDAY, the 3rd proximo, at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a daily certified Doctor.

RETURN TOURS TO JAPAN

(Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.
Hongkong, 27th August, 1900.EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above on WEDNESDAY, the 15th Sept, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Redesigning Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.
Hongkong, 26th August, 1900.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VANCOUVER, B.C., TACOMA & SEATTLE

via

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

"Buenos Aires" 6,332 S. Shotton 30th Sept.

"Oceano" 4,657 F. W. Davies 21st Oct.

"Kumiko" 6,332 J. Mathie 18th Nov.

* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

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DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.
Hongkong, 31st August, 1900.

Intimations

O. C. MOOSA

1 & 8, D'AGUILAR STREET

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$2,000,000	{ Interim of £2 for account 1909 @ ex 1/9 = \$22.72 }	{ 4 % \$1,000 ex div. London 2/9 cum div.
National Bank of China, Limited	99,925	£7	£6	{ £4,000 £10,000 }	\$10,233	\$2 (London 3/6) for 1909	\$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$225,757 \$111,000 \$125,000 }	none	\$14 for 1907	7 1/2 % \$192 1/2 sellers
North China Insurance Company, Limited	10,000	£15	£1	{ Tls. 150,000 Tls. 300,747 Tls. 118,277 }	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 % Tls. 120
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,000,000 \$100,000 \$100,000 \$100,000 }	\$2,464,931	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908 }	5 1/2 % \$840 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	{ \$1,000,000 \$204,405 \$100,000 \$100,000 }	\$7,763 1/2	\$12 and bonus \$3 for 1907	7 1/2 % \$235
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$100,000 \$100,000 \$100,000 }	\$375,341	\$6 and bonus \$2 for 1907	7 % \$115 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$100,000 \$100,000 \$100,000 }	\$168,711	\$27 for 1907	8 % \$347 1/2 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$254,687 }	\$1,085	\$1 for 1906	7 % \$36
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000 \$50,000 }	Nil	24 for year ending 30.6.1908	7 % \$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$10,000 \$67,500 \$119,267 }	\$21,170	Interim of \$1 1/2 for account 1909	7 1/2 % \$37 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £10,000 £240,000 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$1.15 }	6 % \$60
Do. do. (Deferred)	60,000	£5	£5	{ £10,000 £240,000 }	£13,755	{ Final of 2/- for 1908 and interim of 1/- for a/c 1909 }	6 % 71 1/2 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000 }	\$3,121	{ \$1.00 for year ending 10.4.1909 \$0.50 }	4 % \$26 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$10,000 \$48,000 }	\$3,121		3 1/2 % \$15
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,000,000 \$16,845 }	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 % \$124 1/2 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$16,845 }	Dr. \$135,893	\$3 for 1897	\$29 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 \$16,845 }	Tls. 9,173	Tls. 3 1/2 for year ending 31.8.08	Tls. 300 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £175,000 £12,289 }	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 % Tls. 18.20 s.
Ranch Australian Gold Mining Company, Limited	50,000	£1	£1	{ £175,000 £12,289 }	Dr. £2,191	No. 12 of 1/- = 48 cents	\$8 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$48,000 \$16,845 }	Dr. \$7,421	\$1.75 for year ending 31.12.06	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$1,000,000 \$16,845 }	\$9,102	None	\$50 1/2 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,000,000 \$16,845 }	\$145,162	Interim of \$1 1/2 for account 1909	13 % \$61 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$16,845 }	Tls. 6,136	Final of Tls. 2 1/2 for year ending 31.4.09	6 1/2 % Tls. 73
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 697,857 Tls. 50,000 Tls. 125,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 % Tls. 145 1/2 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$16,845 }	Tls. 4,134	Tls. 6 for year ending 29.2.09	13 % Tls. 105 buyers
Central Stores, Limited	50,125	\$15	\$15	{ \$15,000 \$16,845 }	\$24,611	\$1.20 on old and 60 cents on first new issue.	\$75 ex n.f.
Hongkong Hotel Company, Limited	8,000	\$50	\$50	{ \$10,000 \$16,845 }	\$95	Final of \$3 making \$6 for 1908	\$45 new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$10,000 \$16,845 }	\$26,475	Interim of 3 1/2 for account 1909	6 1/2 % \$105 buyers
Hampshire, Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$10,000 \$16,845 }	\$5,486	60 cents for 1908	6 1/2 % \$94 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$10,000 \$16,845 }	\$278	\$1 1/2 for 1908	5 % \$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,533,045 Tls. 300,000 }	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$10,000 \$16,845 }	\$1,068	Interim of \$2 for account 1909	8 1/2 % \$44
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 48,939 }	Tls. 8,880	Tls. 5 for year ended 31.10.1908	3 1/2 % Tls. 138 1/2 sales
Hou, Yung Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$10,000 \$16,845 }	\$9,553	50 cents for year ending 31.7.08	6 % \$74 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 48,939 }	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8 1/2 %)	Tls. 91 1/2 buyers
Leao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 175,000 Tls. 48,939 }	Tls. 8,372	Tls. 4 for 1908	Tls. 112 buyers
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 175,000 Tls. 48,939 }	Tls. 15,912	Tls. 50 for 1906	Tls. 430 buyers
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	5,604	12 1/2	12 1/2	{ \$1,500 \$16,845 }	£648	1/10th per share for 1908	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,500 \$16,845 }	Nil	\$1.20 or 1908	9 % \$13 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,500 \$16,845 }	\$61,138	50 cents for year ended 28.2.06	\$7 sales
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	{ \$1,500 \$16,845 }	\$13,497	80 cents for 1908	8 1/2 % \$9.60 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$1,500 \$16,845 }	\$48	\$1.30 for year ending 31.7.08	7 1/2 % \$17 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,500 \$16,845 }	\$13,497	Final of 50 cents making 90 cents for 1908	10 % \$12
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,500 \$16,845 }	\$5,000	80 cents for year ending 31.12.08	8 % \$202 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$1,500 \$16,845 }	\$1,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 % \$18 ex div. 2
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$1,500 \$16,845 }	\$7,616	Interim of \$2 for account 1909	10 % \$14 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$1,500 \$16,845 }	\$8,790	Interim of \$1 for account 1909	8 1/2 % Tls. 1,067 1/2 b.
Maaschappij tot Mijn, Bosch- en Landbouw- exploitatie in Langkat, Limited	35,000	Ga. 100	Ga. 100	{ Tls. 547,500 Tls. 61,014 }	Tls. 116,082	{ 2nd Quarterly div. of Tls. 12 1/2 for account 1909 }	4 % \$14 1/2 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$1,500 \$16,845 }	\$2,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 1/2 % \$9 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ \$1,500 \$16,845 }	Pa. 18,640	None	5 % Tls. 151 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 77,000 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % \$13 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ \$1,500 \$16,845 }	Dr. \$56,602	None	\$12
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$1,500 \$16,845 }	\$336	40 cents for year ending 31.5.08	7 % \$10 1/2
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$1,500 \$16,845 }	\$172	60 cents for year ending 31.12.08	5 % \$13
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	{ \$1,500 \$16,845 }	\$1,360	80 cents on 9,000 ord. shares and \$10.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2 % \$8 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$1,500 \$16,845 }	\$2,613	Final of 30 cents for 1908	6 1/2 % \$4 sellers
William Powell, Limited	15,000	\$7	\$7	{ \$1,500 \$16,845 }	\$3.95	{ Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 }	6 1/2 % \$7.09 buyers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	46,100	£1	£1	{ \$1,500 \$16,845 }	none	30 % = 6/- per share for year 1908	£2.15
Do. do. (partly paid)	103,100	£1	£1	{ \$1,500 \$16,845 }	none	25 % for year ending 31.3.09	\$51 buyers
Balgownie Rubber Estate, Limited	20,000	\$1 1/2	\$1 1/2	{ \$1,500 \$16,845 }	\$11,305	None	\$2.00
Castlefield Rubber Estate, Limited (fully paid)	6,000	\$1 1/2	\$1 1/2	{ \$1,500 \$16,845 }	none	None	\$2.00
Do. do. (contributory)	24,700	\$1 1/2	\$1 1/2	{ \$1,500 \$16,845 }	none	None	\$2.00
Highland & Lowland Para. Rubber Co., (fully paid)	181,414	£1	£1	{ \$1,500 \$16,845 }	£8,784	None	\$2.00
Do. do. (contributory)	283,516	£1	£1	{ \$1,500 \$16,845 }	none	None	\$2.00
Kuala Lumpur Rubber Co., Limited	18,000	£1	£1	{ \$1,500 \$16,845 }	1,820	5 % for year ending 30.6.08	\$2.10
Lloggi Plantations, Limited (ordinary)	900,000	£1	£1	{ \$1,500 \$16,845 }	none	60 % for year 1908	\$2.10
Do. do. (7% pref.)	10,200	£1	£1	{ \$1,500 \$16,845 }	none	7 % for year 1908	\$2.10
Ragalla Rubber Company, Limited (ordinary)	23,530	\$10	\$10	{ \$1,500 \$16,845 }	none	15 % for year ending 31.12.08	\$2.10
Do. do. (8% pref.)	2,300	\$10	\$10	{ \$1,500 \$16,845 }	none	None	\$2.10
Ledbury Rubber Estates Limited	67,000	£1	£1	{ \$1,500 \$16,845 }	none	None	\$2.10
Do. do. (contributory)	49,000	£1	£1	{ \$1,500 \$16,845 }	none	None	\$2.10

* These shares are entitled to half of the profits.

Intimations.

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Hongkong, 1st August, 1909.

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